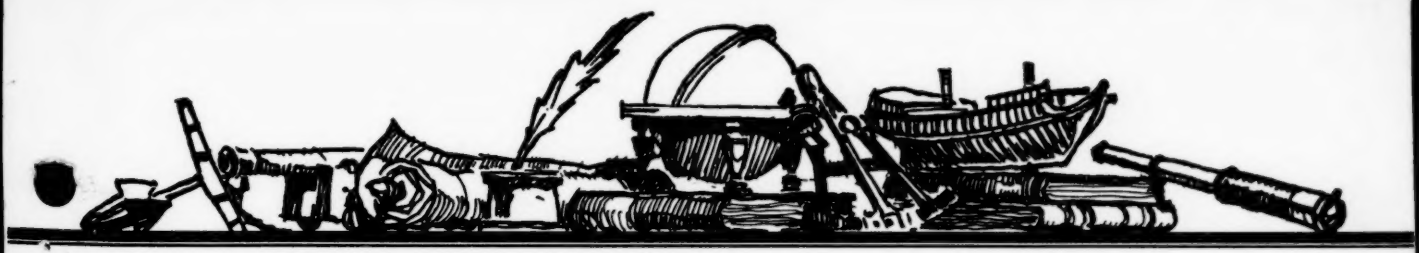


NAUTICAL RESEARCH JOURNAL

PUBLISHED MONTHLY BY THE NAUTICAL RESEARCH GUILD

HARRY D. HAMILTON, SEC'TY-TREAS., 15004 E. GRANADA AVE., WHITTIER, CALIFORNIA

VOLUME III | JANUARY 1951 | NUMBER 1

The Story of the JANE CAMPBELL

By Srimshaw Wagner

The Confederate blockade runner JANE CAMPBELL was originally the HERDON of WASHINGTON, enrolled at Washington, N. C., November 30, 1857, joint owners A. L. and John Myers, skipper I. W. Gaskill. At first she was a coastwise trader.

She was purchased by George Campbell of Grantown, Inverness, Scotland in April 1862 for $7000.00, (a whale of a price unless it was rebel bills) his given reason being that no ships were running. He was stuck in Port Royal, Virginia with his wife (a Virginia Waterman) and invalid son and the HERNDON being idle due to the same war, made it a natural bargain. He renamed the schooner after his wife.

She was captured very close to Beaufort, N. C. by the USS STATE OF GEORGIA on December 14, 1862, owner aboard, Capt. John Harris, a mixed cargo and papers from Liverpool for Havana, Cuba. When overhauled she faked a jammed centerboard and gave as an excuse for being so far off course, that she was putting in for repairs and fresh water. The next day she was sent as a prize to New York. The prize crew was taken from the ALTOONA and BRAZILIERO (did we ever actually have such a craft or should it be the BELISARIUS?), with John Baker as prize master. Why John Baker, is a mystery as he knew nothing at all about either navigation nor flag usage.

The following day he released Capt. Harris to navigate and off Barnagat, before the fleet, he flew the U. S.flag over the British and December 25 sailed grandly into New York harbor right through a British fleet of naval and merchant ships and other foreign ships, all gathered there with flags at half mast, as Queen Victoria's husband had just died. British Consul Archibald and the English captains were furious, but after several days of heated correspondence, an explanation and apology was accepted and the matter quieted.

JANE was libeled and tried before Judge Sam Betts; U.S. Attorney E. D. Smith, and Campbell defending himself. The only things he professed being wrong when captured were two men too sick to work, out of fresh water, broken main boom, split fore tressletrees, lost jibboom, and unshackled center board, so that they could sail only before the wind, as side strain caused the box to leak faster than they could pump. The Government blundered, trying to prove first that the real destination was Beaufort, S. C., then Swansboro, N. C., which was the truth but they did not make it stick and the schooner was released April 8, 1863. Campbell put in a heavy claim for eight muskets and much cargo and personal effects taken by U. S. sailors. This was nobly allowed but it was also seen to that Campbell never collected it!

VOLUME III JANUARY 1951 NUMBER 1

	Page		Page
Story of the JANE CAMPBELL, Scrimshaw Wagner	1,2	First Attempt to Determine Size of Earth, L. A. Harding	10,11
Cannon Pedro, R. T. Shaylor Drawing by H. S. Scott	3	Howard A. LeVan, Jr. His Models and Paintings	12
From Shop of John J. Flynn	3,6	Gloucestermen, Charles F. Sale	13
Chronological Tables	6	New Members	14,15
From Shop of Henry C. Diefenbach	7,8	Gam Chair	15
From Shop of Eric H. Swanson	9		

Date mailed: January 13, 1951

They sailed at once for Swansboro, sold what was left of the cargo and made about a dozen later runs, but all from Bermuda, however still carrying the Liverpool-Havana papers. Larger ships took the cargos to Bermuda, the little JANE not being suited for the full ocean voyage.

Once more they were captured near Bermuda, having a large lot of railway car-wheels, at a time when Cuba either had no railways at all or at least could not use such wheels. The Yankee captain overlooked that and also missed a large lot of C.S.A. army buttons, sewed in the mattresses, and released them - rumors say because of the fine lot of foreign liquors Campbell gave him. The family still boast enormous profits. The exact fate of the little schooner is unknown. She was presumably left at Port Royal, Virginia, Mrs. Campbell's home, and either rotted or went into unremembered local service.

Among those adventurous and exasperating little craft, the Confederate States blockade runners of the '60's, tops is the JANE CAMPBELL, ex HERDON of WASHINGTON, for she once figured in an international incident which nearly put England into the war, against us. As a runner she was owned by a most clever and resourceful Scotchman, George Campbell of Grantown.

I was commissioned to build two models of her for his descendants. As no plans or pictures exist of her, naturally I could only promise a "type" or "probable". This was satisfactory and I went at it. I also had to do her history as far as possible. Fortunately her original "Enrollment" paper and a whole sheaf of her trial papers are in the National Archives. The Navy Department has the full story of the above mentioned incident and the family, additional stuff.

She is described as a schooner with one deck, two masts, square stern and billet head, length 88 ft., beam 24 ft., depth 7 ft., 9 inches, measurement for tonnage 144 and 53/95. She was a shoal draft center-boarder. This worked out as a hull of three thick lifts, the center being hollowed out and the deck worked right on the upper one. For material for plans I had an Archives photo of the AMERICA as a blockade runner, a freehand drawing of the PETREL from Harper's. The PETREL was captured in the same mischief, at the same time as JANE, and the still existing AUSTRALIA, which was in the blockade as the ASIA at the same time, all similar schooners excepting of course the AMERICA'S racing lines.

This worked out to a rather long cutwater, fiddlehead, deck house aft with a low beck break at its for'd bulkhead and a steering cockpit with a companionway opening into the cabin. Tiller steering copied from PETREL and from the same craft a heavy taffrail like the old CITY OF NEW YORK and a "rail" or life line of rope and long rod stanchions, familiar to us in Fastnet and Bermuda racers, for safety at sea. Perhaps not original on either vessel but added for safety. We made her a plain sail schooner, that is fore and main sails, gaff tops'ls, ditto, and two head sails. What I doubt, and don't like too well, but which went on, because the PETREL showed it, is a triatic stay that the fore gaff must dip to clear. (concluded on page 11)

VOLUME III JANUARY 1951 NUMBER 1

Cannon Pedro

by R. T. Shayler Drawing by H. S. Scott

Years ago I wanted a model sea cannon for a desk ornament and paper weight. The kits of them at the hobby shop required a lathe, but I had no lathe. When talking it over at a meeting of the Chicago Nautical Research and Model Society, one of the members said: "Why I have an old cannon laying around the house somewhere; my grandchildren use it on the Fourth of July and put firecrackers in it and pretend they shoot the old thing". He brought it to the next meeting and I bought it. When I got it, I must confess, I was very disappointed that it was not a sea-cannon, although such guns may have been used aboard ship at some early date before sea cannon were made for ship board.

I decided to try to find all I could about cannon of this type and date. I was under the impression it was the work of some art shop or hobbyist until John Flynn and the late Mr. Irving Campbell pronounced it a "foundry model". After this I was more anxious to find if this gun was what we believed it to be. I learned a lot of things that both surprised and interested me. Finally after months of research, I found a very old book in the library entitled "The Gunner" by Norton. This book not only described cannon similar to my piece, but gave a good drawing of a gun carriage with a method of figuring out the size of everything from the bore of the piece. I wished to mount it on a carriage but from these figures, it seemed to me that all one would see would be a lot of gun carriage and only the muzzle of the piece, and a very little of that. There was no coin to elevate the gun for aiming, one had to aim the entire carriage by running it up on a bank of earth or digging a hole for the back end to drop into.

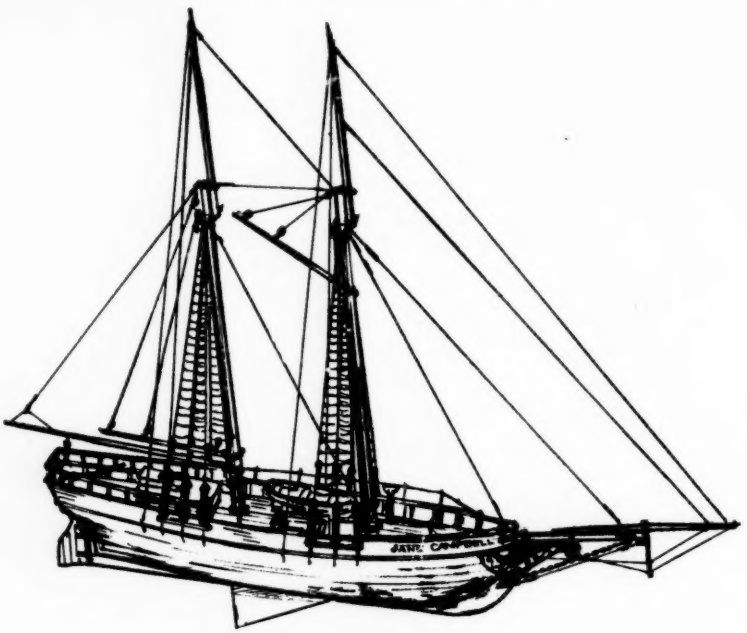
The piece continued to lay on my desk and my tracings and notes went into a scrap book, until recently John Flynn decided to do something about it. I loaned him the piece and all the information and he took it from there and has unearthed a lot of information on the subject. John Flynn interested Winthrop Pratt in the research and Mr. Pratt says he would class the bronze gun model as a "cannon pedro", that is a cannon designed for the purpose of firing stone shot and that he would date it at about the beginning of the 15th century. Mr. Pratt was aided in making a classification of the gun from the dimensions shown on Herbert S. Scott's drawing and its general appearance, such as the lion's head cascabel and the fluted section of the barrel.

If the drawing of this piece appears in print, I shall be most interested in the pros and cons that result, and after the dust of battle has cleared, and it is not entirely picked to pieces, I shall make every effort to mount this remarkable piece on a carriage.

From the Shop of John J. Flynn

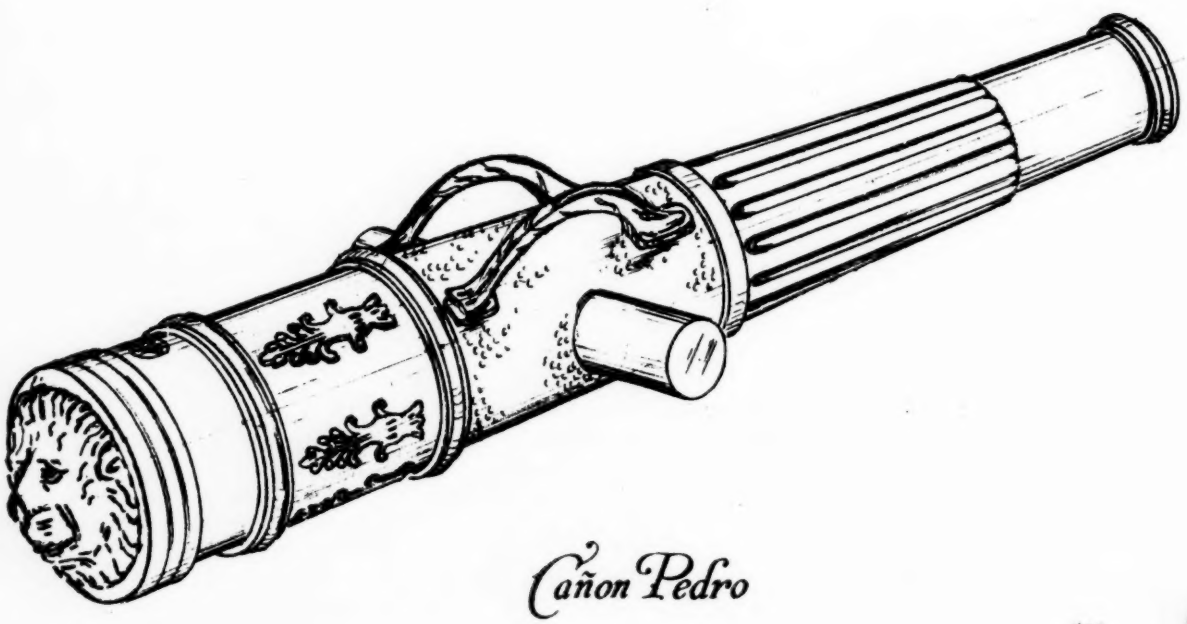
The #25 1/4" Brad

When small wooden parts are to be fastened together, I much prefer to use these brads when possible. I feel they can be trusted more than glue due to atmospheric changes. No time lost mixing glue or the trouble of scraping excess dry glue off from finished work. Using brads eliminates the chance of having light colored wood discolored by glue when it is to be left unpainted. I used these brads when planking the 1/4" scale hull of the EMILY F. WHITNEY, a club project. The hull was ready for rigging when THE WAR curtailed activities. She has not been rigged and has been stored principally in basements since. In spite of that hard usage none of her seams have opened up. A #76 drill is the size to start holes for the brads in average hard wood, in softer woods use a #77. Brads can be used on a coppering job, tho I prefer to use cut-off Lill pins as their heads match up with the copper when partly ground off. The #25 1/4" brad is not a standard product and is at times hard to procure. Its larger cousin, the 3/8" brad, is a standard and is stocked in larger hardware stores.



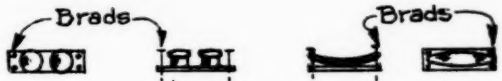
C.S.A. BLOCKADE RUNNER "JANE CAMPBELL"
From a Model by —
Albert (Scrimshaw) C. Wagner

H.S.S.

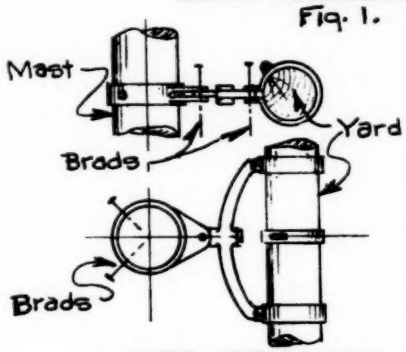


Cañon Pedro

H.S.S.



CHOCKS, BOLLARDS, ETC.
Fig. 1.



YARD TRUSSES
Fig. 2.

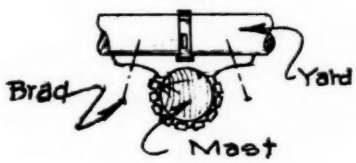
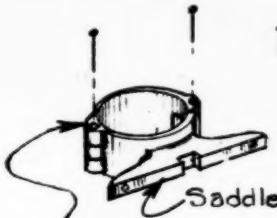


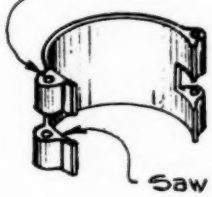
Fig. 3.

H.S.S.

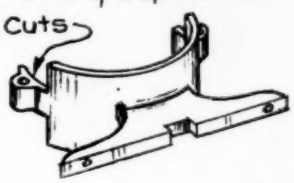
PARRAL BANDS
Fig. 3

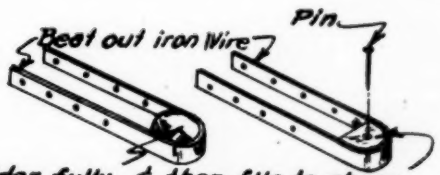


Drill for Pin before Cut



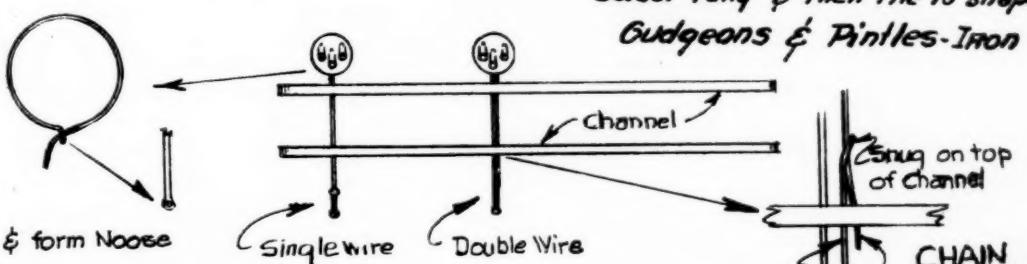
Enlarged View, Showing cuts & Separation





Solder fully & then file to shape

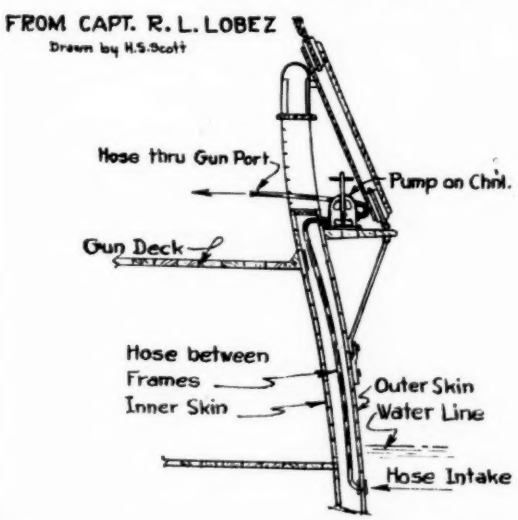
Gudgeons & Pintles-Iron


Channel
Snug on top of Channel
Drill & form Noose
Single wire
Double Wire
Cut this Wire to Length.
Cut this Wire to Length after setting Pin, Snug up under Channel

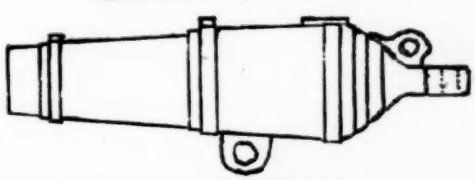
CHAIN PLATES
Fig. 4

H.S.S.

CHANNEL PUMP ~~~
U.S. FRIGATE CONSTITUTION
FROM CAPT. R. L. LOBEZ
Drawn by H.S. Scott



"BECCA PHIPPS"



12 Lb. Carronade of 1814
Taylor's Island, Maryland

Drawn by H Eckstein

From the Shop of John J. Flynn, continued.

Iron Work For Masts and Yards

In the making of topgallant masts, yards, gaffs, booms and jibbooms, it is sometimes difficult to make the shoulders or stops deep enough to hold the rigging without cutting away too much material. This can be overcome by making fittings of metal, preferably brass. The brass can be left natural color or oxidized. They are strong and durable and are a means of promoting neat work. Remember, do not use metal fittings unless it is appropriate to the period of that ship. It is tedious work and requires small tools but in my opinion is well worth the effort. In making these fittings that standing rigging will be rove thru, or any rigging will be hooked to, bore the hole first that will fit the mast, bore it slightly undersized as drills will run, then file it to a snug fit. Now close to the perimeter of this hole, bore as many smaller holes of the correct size as will be needed, then saw out.

In the making of a combination topgallant, royal and skysail mast, the diameters of the stops need only be reduced in size from 5 to 8 thousandths. These diameters can be checked with a drill gauge. On square rigged models built on 1/8" scale a good hinged parrell can be made of brass 1/8" thick for the yards that hoist. (See sketch #5).

Yards with these fittings can be sent aloft at will and won't be in the way when rigging is under way. Rig the uppermost yard first, then the braces of the lower yard won't be in the way. Making these parrell bands is tricky work and some practice may be necessary. When boring #74 holes thru the brass with a small drill press, a light touch is necessary on the feed and oil is used. These holes, two of them take the hinge pins. A jeweler'ssaw with a 5-0 blade will be used to cut the parrell out. The use of these fittings eliminates bulky knots and in a way reduces the chance of rigging slackening up at a later period.

Rigging Dead Eyes

To rig dead eyes that have a round rod for a chain plate, use brass wire, the correct size, flatten the end and bore a hole thru it large enough to take the end of the wire thru it. Pull taut around dead eye and place in position in channel. Mark the length of the chain plate, cut off and flatten and bore end to take a #25 brad that will fasten the plate to the ship's side. Should a backing link be desired make another flat spot the length of the link and bore that too. I have an old pair of pliers that are made over to flatten the wire ends. Should your ship call for dead eyes with two round rods for chain plates they can be rigged in this fashion. (See sketch #4.) Pass the wire around the dead eye and give a twist or two, run the two wires thru the holes in the channels. After going thru the lower channel one wire has served its purpose, it will later be cut off flush with the under side of channel. A LILL pin has been driven part way into the hull at the desired spot, the remaining wire is passed around it and up thru the channel. Sink the pin and compress the two parts of wire together. Now trim off the ends, one below the channel and the other above.

Chronological Tables

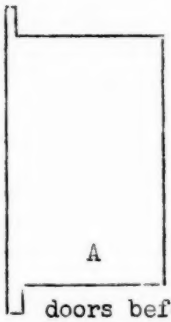
The project of the Chronological Tables requires considerable study. Mr. Hornsby and his associated editors are preparing a statement which will instruct the members in the proper procedure in presenting their findings. This will appear in an early issue.

Favorable comments have been received from the members who have offered their services to make this Guild effort a success.

VOLUME III JANUARY 1951 NUMBER 1

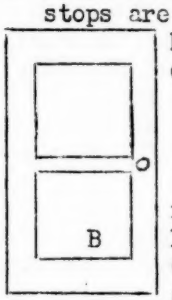
From the Shop of Henry C. Diefenbach

Making Panel Doors to Swing Open



A - Use light gauge brass the exact size of door and leave two lugs extend top and bottom as shown.
B - Use lighter gauge brass, with openings cut out to represent recessed panels, making it the same size as the door blank A.

Sweat B to face of A with solder. Then with a small file shape the lugs into round pins. When mounting the doors, let one pin rest in hole of floor and the other into roof of cabin. It will be necessary to set doors before cabin roof is set on. Doors should swing easily, outward, and small stops are glued on door frame to prevent door from swinging inside. Small doorknobs can be turned and riveted on leaving these polished brass. The doors can be painted color desired.



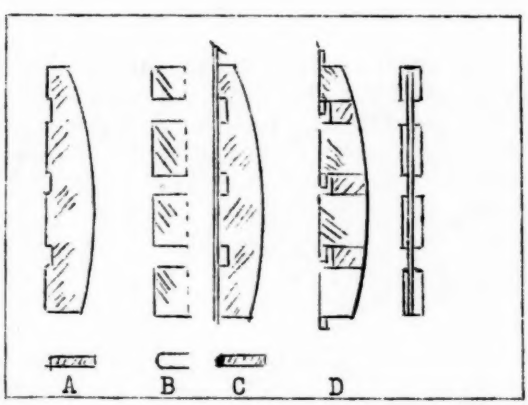
Simulating Canvas Boat Covers.

On small lifeboats, where a canvas cover is desired, a good material to use, because it does not show weave, is to split the white inside layer off a pair of ladies' kid gloves. This is not too difficult a job. Cover can be dampened and stretched and while moist, glued to top of boat and the excess kid trimmed off. Makes a good job. Also makes good cover material around mast wedges, at deck.

The Flip Box

Another gadget I find quite useful is what I call a "flip box". In working with small parts, such as strapping small blocks, or wrapping or seizing around deadeyes, these are always popping out of your tweezers and getting lost on the floor or bench. When working with such things I always use a small box, about 9" x 14", with sides and back about 3" high - the front left open. The box is lined, bottom and three sides, with green felt. These small parts never get away from you as the felted sides stop them.

A Geared Rudder

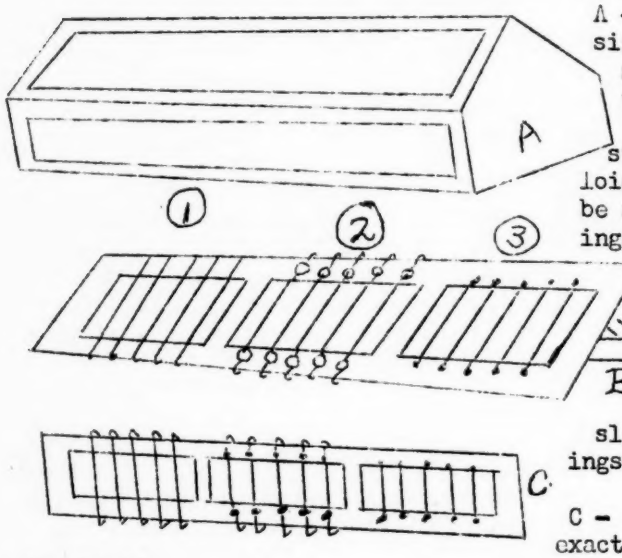


Actually this was about the toughest job I ever tacked, but it was the only way I could figure it out and it worked. I used it on the CALIFORNIA and the hull, of course was partly steel, as well as the rudder. However, it could work the same on an older wood rudder where the thing had to be on dead center - both rudder post and pintles. If you don't get them exactly in line they bind the mechanism - but I had no trouble, naturally, when I continued the post all the way and then used part of it for pintles.

VOLUME III JANUARY 1951 NUMBER 1

From the Shop of Henry C. Diefenbach

Bars on Small Skylights



A - Shape a solid block of wood the exact size of housing of skylight and cut out a shallow depression on roof and sides for the "glass". Inlay a strip of foil covered paper (glued) and on top of this a strip of thin translucent (frosted) celluloid. (To represent glazing). This should be slightly larger all around than the openings you cut for roof and sides.

B - Form a piece of light gauge brass to fit snugly on the roof of block, making it slightly longer than block to form gable at each end, and slightly wider on the slope to overhang the eaves. Cut out openings for the lights.

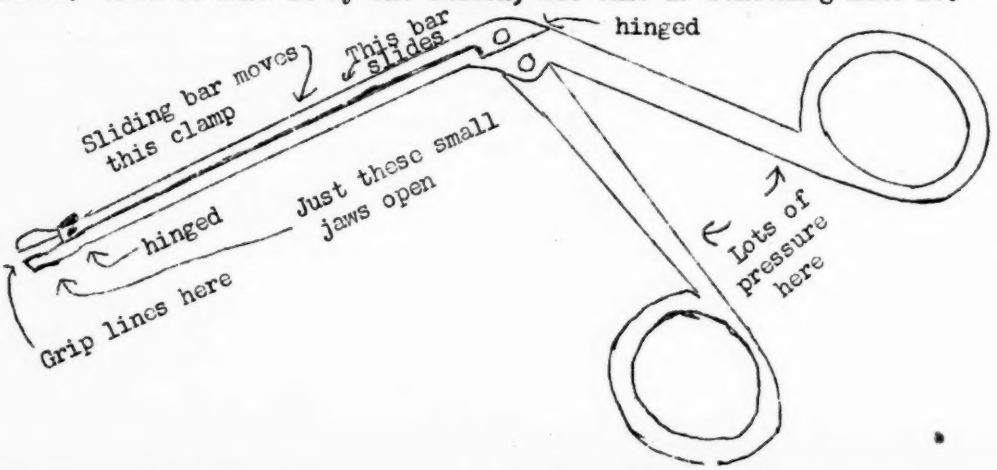
C - Form two sides of light gauge brass the exact size as block sides and cut openings for the lights.

Bars are made by wrapping magnet wire around the entire piece of top, spacing wires as bars are to appear. Do the same with each side piece. As shown partly by operation 1. Put a drop of solder on each bar, top and bottom of opening, as shown by operation 2. Then cut off all surplus wire and shape and file down ends of bars with small file, as shown in operation 3. Mount brass top and side pieces with very small model pins. Countersink the holes and file heads flush. Skylight and bars can then be painted. Be careful you do not get paint on the "glass".

Discarded Dental and Surgical Tools Are Fine for Ship Modeling

You can also make many tools from discarded dental probes and cutters.

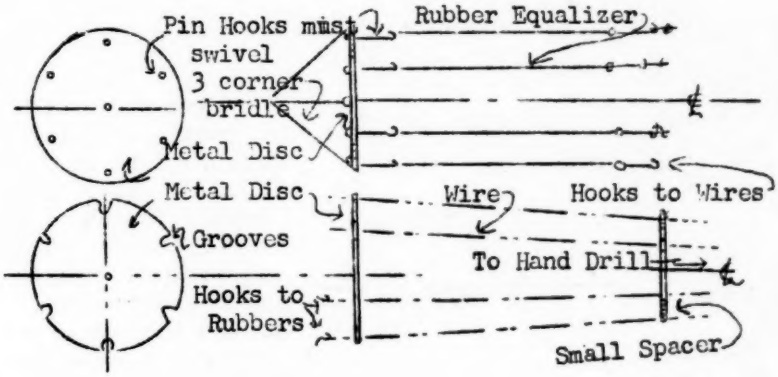
I have a tool which a surgeon friend of mine brought back from Germany after the recent war. I don't know what it is called but it is used for delicate ear operations and it makes an excellent tool for handling rigging lines. You can do almost anything with it and, being so slim, it makes it an easy matter to get into inaccessible places. Hard to show it by the sketch, but this is something like it.



VOLUME III JANUARY 1951 NUMBER 1

From the Shop of Eric H. Swanson

Below is a crude sketch of a spinning jenney for spinning wire. Easily made and works good, with a hand drill in the other end of the wires.



From the Shop of John M. Minuse
Water lines, Reference points, and Sharp edges

(A) To preserve the water line on a hull -- glue in pieces of strawberry boxes. They are nice, clear, strong veneer. (B) It was always difficult to keep the points of reference of a half breadth plan on the hull. One day a professional model maker suggested: "Bore small holes and set in colored wood slivers or tooth picks covered with glue." (C) The final touch-- the tools a ship modeler uses must be razor sharp to do a good job. For years I tried everything in the books. No success. I met a man who was demonstrating tools in a hardware store who told me to bring in some of my tools. He felt their edges and said, "H'm, too much burr". So he put a buffing wheel with some rouge on it in a lathe and only applied each tool a minute, and said, "Now try them with or across grain". If having any difficulty yourself, try it, even if you have to put the buffing wheel on a hand grinder. And by the way -- I have a lot of trouble soldering eye bands, anchors and small parts and need some help.

"Becca Phipps"
By Harry Eckstein

I have made a drawing of a carronade I saw when I visited Earle Geoghegan (N.R.G. It is a 12 pounder and is half buried in a cement block on which it is mounted. It is 33 inches long and my drawing is made to a 1/16" scale (with allowances for my draughtmanship). Here is its history in Geoghegan's own words:

"In 1814 a tender from H.M.S. DAUNTLESS under command of Lieut. Phipps raided the Little Choptank and commandeered whatever provisions could be found. They set fire to a schooner in Tobacco Stick Bay, now Madison----On the way back to their ship they ran aground off the mouth of Parsons Creek. Capt. Joseph Stewart (my great grandfather was named after him) collected a bunch of militia, mostly Geoghegans and their relatives, Travers, and Le Comtes and put out the fire in the schooner and attacked the tender. The whole party of British were captured: 2 officers, 17 men and a colored woman. They call the gun 'Becca Phipps' after the colored woman----The spot where the gun now is is Taylor's Island. Duncan Noble (living on Taylor's Island) has a bayonet from the British tender and the bottom section of the gun we measured is on his lawn. As we suspected, she burst from an overcharge, in celebrating an election-- he told me there's a brass gun somewhere in Slaughter's Creek and if I can find out its approximate location I'd like to try to salvage it."

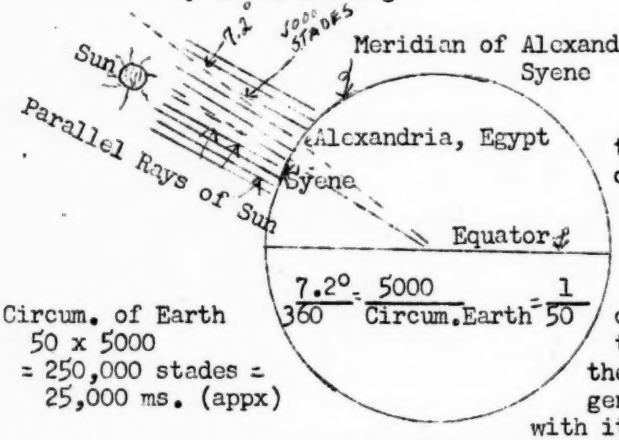
VOLUME III JANUARY 1951 NUMBER 1

First Attempt to Determine the Size of the Earth

By L. A. Harding

Eratosthenes' Method for Determining the Circumference of the Earth - About 250 B.C.

-By L. A. Harding -



A knowledge of the shape and size of the earth is obviously essential to cartographers and navigators. Aristotle (384-322 B.C.) furnished a number of proofs for the earth's spherical shape and Eratosthenes (275-196 B.C.) measured its circumference with a surprising degree of accuracy. "Any plane passed through the center of the earth divides the sphere into two equal parts and the arc generated by the intersection of the plane with its circumference is known as a "great circle". The "meridian" of a place is the great circle passing through the place and the poles."

The practical minded Babylonians were probably the first to divide the circle into 360 equal parts termed degrees for measuring the magnitude of angles.

Locating places on the surface of the earth by expressing their distance north or south of some east-west line and east or west from some north-south reference line has been the accepted principle in map making since about 200 B.C.

Eratosthenes drew a map, (220 B.C.) of the then known inhabited world employing the south coast of Africa for the north-south reference line and the meridian through the Canary Islands for the east-west reference line. He was the first to measure latitudes and to draw a map indicating the distances between places in east-west and north-south directions.

Cladius Ptolemaious (Ptolemy) C.90-168 A.D., Greek Astronomer and cartographer, drew a world map in 150 A.D. upon which appeared for the first time the terms latitude and longitude both measured in degrees. Latitude of a place is the angular distance between the equator and the place as measured on the meridian of the place. Longitude of a place is the angular distance between the prime meridian and the meridian through the place.

Latitude is measured north or south of the equator from 0° to 90° at the poles. Longitude is measured east or west from 0° at the prime meridian (Greenwich) to the meridian of the place.

Eratosthenes was one of the most learned men of antiquity. He laid the foundation of mathematical geography in his "Geographica"; fragments of which have come down to us from the writings of Scidel (1799). He wrote on many subjects including mathematics, history, philosophy, etc. His fame largely rests on his achievement of measuring the circumference of the earth by a method that was as original as it was unique. He knew the distance between Alexandria and Syene, which lie on about the same meridian (within $3.^{\circ}$), to be 5000 stades. He also knew that on one day of the year the sun shone at noon to the bottom of a well at Syene (now Aswan on maps). As wells are dug in a plumb line direction the sun must be directly overhead at Syene at noon on this day. He reasoned that the sun could not be directly overhead in two places differing in latitude at the same time. He also reasoned that the rays of the

sun reaching the earth are, to all intents and purposes, parallel due to the great distance of the sun. Actually the stars are located at such great distances this statement is true but when applied to the sun is not strictly true and a small correction known as "Parallox" must be applied.

He erected a vertical pole at Alexandria and on the same day that the sun shone to the bottom of the well at Syene at noon, measured the angle between the sun's rays and pole by means of the astrolobe and found the angle to be approximately 7.2° which is 1/50 of a circle. The distance of 5000 stades between Alexandria and Syene must likewise be 1/50 of a circle. The circumference of the earth is therefore 50 x 5000 equals 250,000 stades. The ancient Greek "stade" is approximately equal to 1/10 mile. Therefore the circumference of the earth is approximately 25,000 miles. Thus 1° measured on any great circle of the earth is approximately equal to 25000/360, equals 60.4 statute or land miles. Eratosthenes estimate was believed to be erroneous by later astronomers, which fooled Columbus into believing the earth to be much smaller and was mainly responsible for his attempt to reach China by sailing westward from Spain, discovering instead tropical America that intervened. Eratosthenes figures was confirmed in 1635, when Norwood in England measured the distance between London and York as 171.54 English miles. He determined the difference in latitude between the two places as 2.46°. Thus 1° on a great circle 171.54/2.46 = 69.32 Statute miles. Since Norwood's time many determinations of this unit have been made in many parts of the world and which have been proven that the earth is a spheroid with a polar diameter a little less than the equatorial diameter.

Eratosthenes made the observation: "If it were not for the vast expanse of the Atlantic Sea, rendering it impossible, one might even sail from the coast of Iberis (Spain) to that of India along the same parallel".

The Arab astronomers were familiar with a method for determing the length of one degree of latitude as indicated by following instructions given by Al Mamum about 1000 A. D.

"Choose a place in level desert and determine the latitude. Then draw the meridian line and travel along it towards the pole star. Measure the distance in parsangs. Then measure the latitude of the second place. Subtract the latitude of the first place and divide the difference of the places in parsangs by the difference in latitude. The result multiplied by 360 gives the circumference of the earth in parsangs."

No record apparently exists of their determinations.

(The Model of the JANE CAMPBELL, concluded from page 2.) A big heavy main stay and a loose footed fore sail with double sheets, clearing this stay jib fashion. Hawse holes above deck and a standard arrangement of hatches, windlass, etc.

Paint: - sides, black, bottom, red, bowsprit, black, masts and spars the old dark mast color. Deck bright, all hatches, bulwarks, the deck house and taffrail and the boat dull gray to lessen visibility. Carved and painted trail boards were indicated. I gave these a bit of white, red and gold and a gold rope scroll on the transom stern, bits of gold and red on the fiddle head. Small scale being desired I had her 11 inches long for the 88 feet, making a very neat little model.

Howard A. LeVan, Jr.----His Models and Paintings

Last month when Mr. LeVan was introduced to the Guild, we had only his name and address. Upon our request for further information he has sent the following list:

Sloop "Enterprise" built by Richard Lawton. Scale 3/16" = 1 ft. Complete with masts and spars but not rigged. Recently acquired from Mrs. Carola Paine as the model built by the late Richard Lawton.

Clipper Ship "Triumphant" built by Charles G. David. Scale 1/16" = 1 ft. Model is mounted on wooden ocean and has wooden sails. Ship is on starboard tack under furthe sail.

Frigate "Raleigh" built by Charles G. Davis. Scale - 1/8" = 1 ft. Model not rigged. This is the identical model illustrated in Mr. Davis' book "Ships of the Past".

Schooner "Bluenose" built by Creighton Zink. Superintendent of shipyard where the original Bluenose was built. Lunenberg, Nova Scotia.

Brig "Cabot". Scale - 1/8" = 1 ft. Built and rigged with the kind technical assistance of Charles G. Davis, whom I visit in New York occasionally.

Brigantine schooner "Swallow" built by John J. Hager, Boston,Mass. Scale - 1/8" =1 ft

Clipper ship "Flying Cloud" built by a Mr. Crowley. Purchased through Mr. Herbert H. Miller of Wilfried O. White & Sons, Compass makers. Mr. Crowley states, "Naturally model building is my hobby since all my male parents were seafaring people and I made a trip to Buenos Aires with my grandfather in a square rigger when I was 8 years old. I was gone 9 months."

Model of "Sea Witch" - hull only. Scale - 1/8" = 1 ft.

100' Moran tug - built by myself. Scale 1/8" = 1 ft.

I am presently engaged in building the sloop "Swift" from Mr. Howard Chappell's "Baltimore Clipper". I have a good many curios connected with the sea including a 70 caliber Navy pistol dated 1744 which belonged to Lt. Col. Joseph Habersham of Savannah, Georgia, who was later a postmaster appointed by George Washington.

I have also a Chinese oil painting of the late clipper ship "Edith" acquired some years ago in Boston.

I am interested in procuring models and out of print books on ships as well as most anything pertaining to the sea.

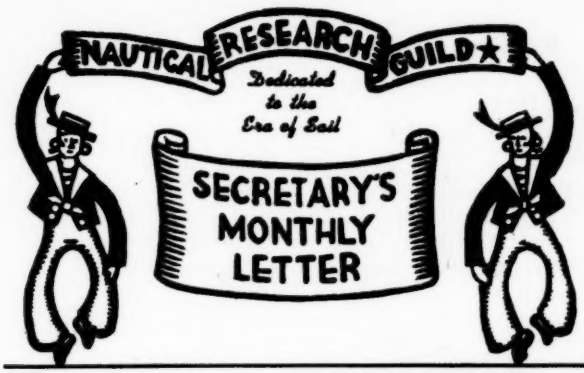
Secretary's note---The late Richard Lawton who built the model of the ENTERPRISE was a charter member of the Board of the Nautical Research Guild. His many friends in the Guild will be pleased to learn that his beloved ENTERPRISE is now owned by a member of the Guild.

Leslie R. Singer

It is with deep regret that we announce the passing of Leslie R. Singer. Les was sales engineer of the M. D. Larkin Co., Dayton. He was a graduate of the University of Pennsylvania and a member of the American Institute of Electrical Engineers. His pride and joy was his model of the CONSTITUTION which he recently had removed from the Dayton Museum to his home "Because I want to make a few minor changes in her". His cheery, and encouraging, letters will be missed.

Harry D. Hamilton

VOLUME IV JANUARY 1951 NUMBER 1



The Nautical Research Guild is a non-profit organization. The only revenue is from the dues of the members. The Nautical Research Journal is published monthly to members only.

ANNUAL DUES—$5.00

(All rights reserved)

HARRY D. HAMILTON, SECRETARY-TREASURER 15004 EAST GRANADA AVE., WHITTIER, CALIFORNIA, U. S. A.

Gloucestermen

from a letter to the Secretary by Charles F. Sale, Nantucket, Mass.

I have been quite rushed getting out Christmas work and scalloping which I am still doing when weather is fit.

The COLUMBIA was salt fishing from Ben Pine's wharf at the time I was fishing and I saw a lot of her. I have quite a few pictures of her before launching and under sail, including one on her maiden trip with the hull still painted grey as she came from the builders.

I made a tracing of the COLUMBIA's lines, etc. and the GERTRUDE THEBAUD from Pine's blue prints. When a fisherman is designed, a deck plan is never drawn. That is worked out in the yard during construction and the vessels are all laid out pretty much alike.

The COLUMBIA was lost before I got around to measuring up her deck but I have worked out details quite closely from photos, etc., and I will go through any photos of her deck and have a few copies made to send to anyone who may be interested. Charles G. Davis in "Ships of the Past" has drawings of COLUMBIA but though the lines and sail plan are good, his details of rigging, masthead blocks, wheel box, cabin windows, skylight and fore companionway are wrong in several places. I will work out some drawings showing how they should be. I also have a blueprint of her sail plan with all blocks and sizes marked on it which was got up by Mr. Roberts who rigged her for the bookkeeper to order blocks, etc. from.

I have sail plans for around 150 Gloucester schooners mostly and some sloops which I borrowed from Dan Harris' sail loft and copied. Will send a list as I get time to work it out. If Mr. John M. Minuse needs any help with any details on his model, will be very glad to help him out all I can. GERTRUDE THEUBAUD's lines and sail plan came out in "Rudder" during 1930 or 1931. Davis does not show the fisherman staysail in his sail plan. I must close now and will get some stuff off to you shortly.

TRADES REQUIRING THE CAPE HORN ROUTE

Compiled by Dr. Bernard Berenson

Era	Duration	Trades
A	1800-1850	1. British copper ore trade from Chile (continued until 1900)
		2. Hide trade from California
		3. Whaling
		4. Fur (otter) trade; Pacific Northwest and Canton
B	1850-1859	5. California passenger and freight trade
C	1855-1910	6. Grain trade to Europe
		7. Lumber trade fo Europe and South Africa (California and Pacific N. W.)
		8. Chilean nitrate trade (West Coast of South America)
		9. Guano trade
		10. Homeward passage (to Britain) of Australian and New Zealand wool and grain trades to 1939

Introducing New Members

Charles Langdon, 4617 Dwight St., San Diego, Calif. Mr. Langdon is the son of our member Winston Langdon. His dad introduces him to the guild--"Charles is a commercial tuna fisherman, operates around Central America and Galapagos Islands. He is a radio operator and a navigator. Says fishing nowadays is pure diesel, refrigeration, air planes for spotting, diving equipment for handling lead line on bait nets; radar and other refinements. He has a little time to read about the old sail ships. Any "hams" in the Guild try WCNL; if no answer try AUAE.

Mr. and Mrs. Adolph Klein, 148-30 86th Avenue, Jamaica 2, New York. Mr.and Mrs.Klein operate the Caravan Book Service -- "Salt Water Books"-at the above address. Mrs. Klein writes that she "is interested in small voyages; singlehanders.

Charles F. Sayle, 63 Union St., Nantucket, Mass. Mr. Sayle writes: "I am interested in anything relating to the days of sail, but my special interests are Gloucester fisherman coasters, square rigged old sailing war vessels and sea cannon. Have worked on Great Lakes, deep water steam fishing out of Gloucester and coasting in sail since 14 years old. Have 26' sloop which I built 12 years ago along old lines and do quite a bit of bay scalloping during fall and winter besides building ship models."

John Weston, 3928 Norton Ave., Kansas City, Missouri. Mr. Weston writes: "I'm a beginner on ship modeling (and weren't we all) but am very interested and want to learn all I can. I have no particular interest at present, I like them all, but hope to specialize in some type of vessel after I have learned more about the history of sailing". (Note: we will welcome queries from Mr. Weston and will pass on all the help we can.)

Edward W. Jenkins, 18429 Burbank Blvd., Tarzana, California. Mr. Jenkins is marine set designer for 20th Century Fox. His modeling is not limited to ships, altho he once made a ship model which he sold for $100.00, saw service at Corregidor and Manilla Bay, was a voluntary guinea pig when Dengue fever was a puzzle to the army medical men. During his first enlistment he began to whittle, to carve crude models of guns out of wood, following the trail of Samuel Colt, who whittled out his first model of a revolver a century ago. Rode a horse from Nogales to Vera Cruz... worked in the oil fields...signed up as fireman on the PRESIDENT TAFT and later was a fence rider for a cattle outfit and all the time continued to whittle. When we send back numbers to new members, we sometimes write that it gives them an opportunity to catch up with the Guild...but in the case of Mr. Jenkins, we think the Guild should catch up with him.

Peter A. Brady, 24 Sunny Mount, Braithwaite, Keigley, Yorkshire, England. "My particular period of interest is 1600 to 1800 and the types of vessels in which my interest lies are the Dutch and English state yachts. My method of construction, is to build solid hulls with laminated planks up to the water line, and frame above that line. To date have made 3 late Elizabethian men of war and am now working on a model of a Stuart Yacht circa 1674 to the scale of 1:64 actual scale."

Kenneth Clyde Jenkins, 2030 84th Ave., Oakland, California. Regarding the nautical interests we give you the following from a letter of our Membership Chairman, Willis L. Nye -- "I met Clyde today and he is a fine fellow, ex-navy gunner's mate and 3rd mate aboard the BLACK DOUGLAS which is a government fish and wild life service exploration boat and floating laboratory. His photo collection of more than 5,000 ships, etc., has much that will assist the Guild in research. He is interested in the Stebbins collection of glass negatives and has quite a few glass negatives himself. He is a real photographer also. His collection is a wonderful assortment of tabulated ship data. His photos of sailing ships are really something".

William Thronberens, 2020 East 221st Street, Euclid 17, Ohio. The following from a letter: "I am an amateur ship builder (by profession I am a public accountant) that all his life has loved the sea, the ships and all things nautical. Two years ago I made my first ship model and have come to the conclusion that there are few hobbies which offer such interest and almost unlimited scope. It is not only the building of the model but the story and the history of sailing vessels with all the mystery of the sea that fascinates me. In the past two years I have collected quite a few books and ship plans for my "Nautical Library" and I am constantly searching for more material that will bring the song of the wind and the sea into my home. So if you will have me as a member, I shall be pleased and honored."

Kenneth C. Marlin, 15425 Dickens St., Sherman Oaks, California. Mr. Marlin is now making a model of the Four Mast barque CALIFORNIA to the scale of 7/32" to the foot. He has been to sea as a member of the United States Marine Corps. Models of the CONSTITUTION, Destroyer PRESTON, Yacht RAJAK and 110' subchaser are also to his credit.

John W. Swineford, 21 Highland Ave., Etna, Pa. Information of Mr. Swineford's nautical interests is not sent with his application and it is hoped that this will be available at a later date.

Everything which would delay publication has happened this issue...The Santa Claus rush slowed us up...his branch workshop in the garage has caught up with special orders for little girls and boys...The printer and the typists have been busy but now the decks are cleared for the fourth year of the Nautical Research Guild....Good luck to all....Our Nautical Research Journal is now a monthly...We hope that some of our members who only read our publication will wake up and take part in our effort.... Remember we are members not subscribers....If it were not for our writers, we would not have a publication and if it were not for the Journal, we would not have a Guild... Our writers have been good to us and we thank them for their support but we want allhands to help... Dues are coming in slowly....we hope it will not be necessary to send another notice....George B. Cadwell, Jr. spent the day with us and we visited the shop of Charles A. Allen to inspect his cherry, pear and lemon wood built-up model of the LEXINGTON....William N. Fenerin has a great "sit-down" model bench---he uses an old roll top desk which, with its many pigeon holes, cubby holes and drawers, makes a handy spot....Roll down the desk and everything is locked tight and "kid" proof.... Doctor Berenson writes -- "I have been looking through my copies of the Letter and Journal---there is a tremendous mass of interesting material in them---The Guild really ought to be congratulated in such an achievement--- Fred S. Rice has left by sea for Tacoma, his home port. He had a three day stopover at San Francisco and will meet some of the Afterguard...Ephraim Foster Tway, Shipsmith, who joined the Guild last month, will probably get some surprises when he reads this issue and learns how we "iron off" ship models...That fine bit of cooperative research on the Canon Pedro by Shayler, Flynn, Pratt and Scott illustrates fully the objective of the Guild.... It is difficult to balance off an issue to cover our many special nautical interests--- "We aim to please" so tell us what you want and we will try to get it for you...Mr. E. N. Rich was the author of the fine article "American and English Fleets on Lake Champlain and Lake George"---We regret that his name, through error, did not accompany his article...John M. Minuse has been our "lone fisherman" and now along comes Mr. Sayle of Nantucket who can help him with his COLUMBIA....It must be understood that the opinions expressed in the Journal are those of our writers and do not necessarily reflect those of the Guild at large.

Harry D. Hamilton

Query No. 126---Has anyone a deck plan and overall sketch of a packet ship of the Black Ball or Dramatic Line type - 1835 - 50 era. I would appreciate a rough copy, a rough copy willdo as I intend to make a sailor made type model and scale will be secondary to appearance.

ROSTER OF NAUTICAL RESEARCH GUILD
from January 1, 1950 to and including January 1, 1951

Aaronson, Merrill	1226 No. Havenhurst Drive, Apt. 3, Los Angeles 46, Calif.
Adams, Bill	Dutch Flat, Calif.
Allan, Charles M.	518 S. Greenleaf, Whittier, Calif.
Anderson, John	41 Adams St., Falkirk, Scotland
Andress, Joel	80 Kingsbury St., Wellesley 81, Mass.
Applebee, Robert B.	RFD #1, Stockton Springs, Maine
Baldridge, Real Admiral H. A.	Director, The Museum, United States Naval Avademy, Annapolis, Md.
Bell, W. F. G.	Hampstead Cottage, Devil's Garden Road, So. Norwalk, Conn.
Berenson, Dr. Bernard	2305 NE. Broadway, Portland 12, Oregon
Berger, G. C.	73B Collingwood St., San Francisco 14, Calif.
Bittner, Gerald	5035 Todd Ave., East Chicago, Ind.
Brady, Peter A.	24 Sunny Mount, Braithwaite, Keighley, Yorkshire, England
Bridgeham, Dr. Charles S.	Sullivan, Maine
Buba, Mrs. Joy	61 East 57th St., New York 22, N. Y.
Cadwell, George B. Jr.	421-C Gibbs Ave., Alameda, Calif.
Caldwell, Mrs. Margaret N.	East Sullivan, Maine
California Historical Society	456 McAllister St., San Francisco 2, Calif.
California State Library	Sacramento 9, Calif.
Candee, Mrs. Marjorie Dent	Seamans'Church Institute, 25 South St., New York 4, N. Y.
Caravan Book Service	148-30 86th Ave., Jamaica 2, N. Y.
Carter, Rid M.	The Old Salt, Bar Harbor, Maine
Cassell, Martin L.	139 W. Van Buren St. Room 1025, Chicago 5, Ill.
Chalmers University of Technology The Library of	Gothenburg, Sweden, E. Hamlin, Director
Chapelle, Howard I.	Toland, R. F. D. 1, Cambridge, Maryland
Colton, J. Ferrel	Lone Ridge, P. O. Box 601, Flagstaff, Arizona
Costagliola, Michael	89 Colonial Parkway, Manhasset, N. Y.
Crosby, Allyn J.	32 Bull St. Newport, R. I.
Darling, Miss Elena J.	12 North 7th St., Vineland, N. J.
Darnell, Victor	Moreland Hill Road, Kensington, Conn.
Davis, Charles F.	339 San Juan Way, La Canada, Calif.
Dennis, D. L.	1266 St. Clair Ave., St. Paul 5, Minn.
Dorsett, Dr. E. Lee	227 S. Maple Ave., Webster Groves 19, Missouri
Diefenbach, H. C.	1903 Elsmere, Dayton, Ohio
Eckstein, Harry	225 East 123rd St., New York 35, N.Y.
Erskine, Harry E.	Groton-Harvard Road, Ayer, Mass,
Evans, H. V.	134 Sunningfields Road, Hendon, London, N. W. 4, England
Fenerin, William N.	1110 Guinda St., Palo Alto, Calif.
Flynn, John J.	1013 Ainslie Ave. Chicago 40, Ill.
Gay, Charles M.	162 East 80th Street, New York, N. Y.
Geoghegan, Earl W.	Tideover, RFD #1, Cambridge, Maryland
Guild of Model Shipwrights	Wm. H. Honey, Secretary, 53 High Trees, Tulse Hill, London S. W. 2, England
Grant, Bruce	913 Forest Ave., Evanston, Ill.
Grant, Gordon	137 East 66th St., New York 21, N. Y.
Hamilton, Edward P.	145 Dudley Lane, Nulton 86, Mass.
Harbin, James W.	4110 Beale St., Landover Hills, Maryland
Harding, L. A.	85 Cleveland Ave., Buffalo 9, N. Y.
Holbrook, Luther G.	Woodland & Poia Roads, Sewickley, Pa.
Holmes, Dr. Wm. G.	Medical and Surgical Clinic, Denison, Texas
Honey, William H.	53 High Trees, Tulse Hill, London S. W. 2, England
Hornsby, Thomas	537 Boyer Road, Cheltenham, Pa.
Huebner, Dr. Robert	421 Steer St., Addison, Mich.
Jenkins, Edward W.	18429 Burbank Blvd., Tarzana, Calif.
Jenkins, Kenneth Clyde	2030 84th Avenue, Oakland 21, Calif.

Jenkins, Lawrence W.	Peabody Museum, Salem, Mass.
Johanson, Capt. Elis R.	101 Capra Way, Apt. 205, San Francisco 23, Calif.
Johnson, Walter A., Jr.	Rt. #12, Sadalia Road, Toledo 13, Ohio
Johnson, Leonard	1612 Cedar St., Berkeley 3, Calif.
Kortum, Capt. Karl	Ely Hill, Petaluma, Calif.
Kester, Frank	922 Union St., San Francisco, Calif.
Keyn, Ward	2177 Audrey Place, Los Angeles 39, Calif.
Langdon, Charles	4617 Dwight St., San Diego, Calif.
Langdon, Winston	Hornersville, Mo.
Law, A. G.	181 Pleasant Ave., Englewood, N. J.
Lee, William E.	10 West Luray Ave., Alexandria, Va.
LeVan, Howard A., Jr.	25 North Front St., Harrisburg, Pa.
Lobez, Capt. R. L. F.R.G.S.	Windsor Apts., 235 Oak St., San Francisco, Calif.
Lochhead, John L.	Mariners' Museum, Newport News, Va.
Lyman, John	7801 Gateway Blvd., Washington, D. C.
Moran, Edmund	664 Bennington St., East Boston, Mass
Marlin, Kenneth C.	15425 Dickens St., Sherman Oaks, Calif.
Menges, Charles F. H.	4710 Sunnyslope, Van Nuys, Calif.
Miller, Howard	1550 E. 45th St., Brooklyn, N. Y.
Miller, Douglas J.	1550 East 45th St., Brooklyn 34, N. Y.
Miller, Frank R.	739½ N. Ridgewood Pl., Hollywood 38, Calif.
Minuse, John M.	501 Franklin St., Port Chester, N. Y.
Myers, Dr. Leon	3209 Ursoline St., New Orleans, La.
New York Public Library	5th Ave. at 42nd St., New York, N. Y.
Nash, Robert A.	20 So. Baldwin Ave., Sierra Madre, Calif.
Naton, Paul	2010 Vallejo Street, San Francisco, Calif.
Nye, Willis L.	Box 547, Hesperian Blvd., San Lorenzo, Calif.
McDonald, Capt. P. A.	510 Bellevue North, Seattle, Wash.
McNeil, Daniel F.	726 Jamestown Ave., San Francisco 24, Calif.
McPherson, Saunders Allan	Route 1, Box 569, Mercer Island, Wash.
Paine, Mrs. Carola W.	113 E. 55th St., New York 22, N. Y.
Pfirman, K. P.	347 East 17th St., Erie. Pa.
Polk, Irwin S.	314 5th Ave. New York 1, N. Y.
Ranlett, L. Felix	Bangor Public Library, Bangor, Me.
Rayl, Harold F.	1524 Oregon Ave., Steubenville, Ohio
Rice, Fred S.	3825 S. 11th St., Tacoma 6, Wash.
Rich, Edwin Newall	3824 Bronx Blvd. New York 67, N. Y.
Riddell, Norman	2229 W. Grand Blvd. Detroit 8, Michigan
Richardson, Dr. Horace K.	11 E. Chase St., Baltimore 2, Md.
Robinson, Capt. Leighton	123 Edgewood Ave., Mill Valley, Calif. "Melanope".
Robotti, Francis Diane	2109 Olesson Ave , New York 61, N. Y.
Romaine, Lawrence B.	Weathercock House, Middleboro, Mass.
Rose, Dr. Robert M.	1105 Phosphor Ave., New Orleans 20,La.
Rowan, Stephen C.	336 Woodley Road, Merion, Pa.
Rudd, Arthur M.	200 Rivo Alto Canal, Long Beach 3, Calif.
Sayle, Charles F.	63 Union St., Nantucket, Mass.
Science Library, The	Science Museum, South Kensington, London S. W. 7 England
Scott, Herbert S.	2300 N. E. 22nd St., Oklahoma City, Okla.
Schurer, John R., Jr.	527 Buena Vista Ave., Maple Shade, N. J.
Sewall, Richard F.	4 Meadow Way, Elizabeth Park, So. Portland, Maine
Shayler, R. T.	16 S. Sacramento Blvd., Chicago 12, Ill.
Shaw, J. P.	914 Easton Bldg., Oakland, Calif.
Shedd, John L.	476 Main St., Fort Lee, N. J.
Smalley, Kenneth C.	80 S. Giles, Bridgeton, N. J.
Smith, McKee A.	3141 N. E. 38th Ave., Portland 13, Oregon
Smith, Austin Hale	3311 Arbor Way, Sacramento 15, Calif.
Sienkowski, S. M.	2717 Fiftieth St., Kenosha, Wis.
Society for the Preservation of New England Antiquities, The,	Harrison Gray Otis Home, 141 Cambridge St. Boston 14, Mass.
Stevens, John R.	165 Ronan Ave., Toronto 12, Ontario

Stoddard, Harry L.	1701 Vallejo St., San Francisco, Calif.
Stoltman, Arthur	239-09 88th Ave., Bellerose, N. Y.
Strawbridge, Gordon Weld	110 Summit Ave., Mill Valley, Calif.
Strong, William J.	407½ W. Walworth St., Elkhorn, Wis.
Struger, Jerry	212 West 85th, New York City, N. Y.
Sullivan, Capt. S. C.	123 Ney St., San Francisco, Calif.
Surridge, Capt. C. T.	3900 Fairway Ave., Oakland 5, Calif.
Swanson, Eric H.	132 Embarcadero, San Francisco, Calif.
Swineford, John W.	21 Highland Ave., Etna 23, Pa.
Taylor, Frank A.	United States National Museum, Washington 25, D. C.
Teeter, John O.	1100 Coolidge Road, Elizabeth 3, N. J.
Thober, Frank W.	575 Bloomfield Ave., Nutley, N. J.
Thornberens, Wm.	2020 East 221st St., Euclid, Ohio
Tway, Ephraim Foster	952 Sanchez St., San Francisco 14, Calif.
U. S. Coast Guard Academy	Librarian, New London, Conn.
Vinick, Samuel H.	Gen. Del. Vet. Adm. Branch, Los Angeles 25, Calif.
Vogel, Dr. Karl	101 W. 55th St., New York 19, N. Y.
Wagner, Albert C.	1030 Evarts St., N. E., Washington 18, D. C.
Wester, Earl N.	107 Ridge Ave., Dalton, Ga.
West, Victor C.	1166 Winsor, North Bend, Oregon
Weston, John	3928 Norton Ave., Kansas City 4, Missouri
Wilkinson, William D.	Rainsford House, 208 E. 16th St., New York, N. Y.
Williams, F. N.	1103 Elmwood Ave., S. W., Canton 4, Ohio
Willey, James H.	Bayside Acres, San Rafael, Calif.
Wood, Mrs. Willis Delano	635 Park Ave., New York City, N. Y.
Yarnall, Wayne B.	363 Constitution Drive, RFD 6, Pittsburgh 27, Pa.
Young, Fred	1 King St., Attleboro, Mass.

Nautical Research Guild
The Board

Bruce Grant, Chairman
913 Forest Avenue, Evanston, Ill.
Harry D. Hamilton, Secretary-Treasurer
15004 East Granada, Whittier, Calif.
Wayne B. Yarnall
363 Constitution Drive, RFD 6, Pittsburgh 27, Pa.
Charles F. Davis
339 San Juan Way, La Canada, Calif.
Charles F. H. Menges
4710 Sunnyslope, Van Nuys, Calif.
Dr. Bernard Berenson, Librarian
2305 NE Broadway, Portland 12, Oregon
Willis L. Nye, Membership Chairman
Box 547, Hesperian Blvd. San Lorenzo, Calif.
Thomas Hornsby, Editor, Chronological Tables of Ship Building
537 Boyer Road, Cheltenham, Penn.
Herbert F. Scott, Registrar, Guild Ship Model Registry
2300 N. E. 22nd St., Oklahoma City, Okla.

San Francisco Afterguard, N. R. G.

Captain F. R. Lobez, F.R.G.S., Skipper
235 Oak St., San Francisco, Calif.

Commander James H. Willey (ret.) Yeoman
Bayside Acres, San Rafael, Calif.

New York Nautical Research Guild

Frank W. Thober, President
575 Bloomfield Ave., Nutty, N. J.

William D. Wilkinson, Secretary
Rainsford House, 208 E. 16th St.
New York, N. Y.